

EXHIBIT C

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M.T.A. Makes Deal for Cellphone Service in Underground Stations

By WILLIAM NEUMAN

All underground stations in the subway system are to be wired for cellphone use, the Metropolitan Transportation Authority announced yesterday.

But riders may have to talk fast, because the subway tunnels will be closed out of consideration for riders who do not want to be stuck in a subway car full of chattering cellphone users.

The company that won the

right to wire the stations, Transit Wireless, will pay New York City Transit a minimum of \$46.8 million over 10 years, the agency said. The firm will have four years to complete the rest of the underground stations.

Under the agreement, cellphone providers would pay the company a fee to carry their signals on the network.

The cellphone network will

start in six downtown Manhattan stations in two years. Once it shows to be working properly, Transit Wireless will have four more years to complete the rest of the underground stations.

Under the agreement, the first six stations will be those at 23rd Street and 14th Street on the Eighth Avenue line, 14th Street on the Seventh Avenue line, 14th Street on the Sixth Avenue line, and Eighth Avenue and Sixth Avenue on the L line.

A public outcry after August floods stalled many subways.

All areas of the stations, including entryways, forms and transfer passages, will be wired. The system will be designed to allow a seamless con-

nection between the train and street levels, so people will not have to leave the stations, according to Gary Simpson, president of Nab Construction, a Queens company that is a partner in the wireless venture.

Transit officials have debated whether to wire the subway system since the flooding last month. At the time many riders complained that they were unable to get through to their bosses, who were not running and could not call their workplaces or families to let them know where they were.

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Subways to Get Cellular Service

Every underground station in the New York City subway system will be wired for cellphone use within six years, transit officials announced.

But riders may have to talk fast, because the tunnels will be closed out of consider-

The company that won the right to wire the stations will pay at least \$46.8 million over 10 years, and will pay to build the network.

In interviews, riders were split on the idea of opening up every station to cellphone calls, text messaging, e-mail access and other aspects of a wireless world.

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"The idea is people can stay connected," said Paul J. Flanagan, a spokesman for the transit agency.

Some riders have found that they can use their cellphones in many parts of the subway system already. Cellphone signals leak into parts of many stations through street grates or entrances. People regularly talk on cellphones in trains and on platforms on the elevated lines.

Riders interviewed yesterday were split on the idea of opening up every station to cellphone talk, text messaging, e-mail access and other aspects of a wireless world.

"I think it's great because if there's something you want to be able to get in touch with someone, or call your boss if you're running late," said Susan Cohen, 54, a buyer for a man's clothing company that lives on the Upper East Side and regularly takes the No. 6 train on the Lexington line.

"People talk on cellphones everywhere," she said. "so why not the subway?"

But Karol Ledworski, 28, a student who lives in Tudor City, thought it was unnecessary. "You can wait until you get to the station to make a phone call or receive a message," he said. And he worried that terrorists could use cellphone signals to detonate a bomb underground.

Security experts have said that there are greater advantages in having stations so that people can call the authorities in an emergency or to report suspicious activity.

Cellphone wiring is becoming more common in transit systems around the nation, including

Kate Hammer contributed reporting.



DANIEL KAHN FOR THE NEW YORK TIMES

A pact that still needs to be approved by the authority's board.

Washington

Transit Wireless is a joint venture involving Nab Construction, Q-Wireless, Dianet Communications and Transit Technologies.

Nab Construction and Transit Technologies have done other

large-scale construction projects in the subway system, and Dia-

net has been involved in design-

ing and installing cellphone

antenna systems in buildings and

airports. Q-Wireless is a soft-

ware developer for wireless systems.

Transit officials said they chose

Transit Wireless in part because

Virgin Wireless and Sprint Nextel, offered a total payment over 10 years of just \$40, according to a summary of the bid documents provided to the authority's board members. (A transit official said the figure was not a typo.)

Transit Wireless initially made an offer of \$34.4 million, but it increased the offer during negotiations.

The proposal will be submitted for approval to the board of the authority next week. Peter S. Kalikow, the board chairman, said he

would vote to approve the agreement and asked his fellow board members to do the same.

Mr. Kalikow said that he did not like the idea of people having to hear other riders' cellphone conversations inside the trains, but that allowing cellphones on platforms was an acceptable compromise.

"It wasn't what I really need, but the public seems to want it," he said. "If it remains on the platforms, I would imagine the inconvenience quotient will be low."